



## Education In Europe

# TE4

**NOT FLASHES**  
If you suffer from hot flashes, dizzy spells, irregular periods, are weak, nervous—due to the "middle-age" period in a woman's life, take Lydia E. Pinkham's Vegetable Compound. It's helped thousands upon thousands of women to relieve such symptoms. Pinkham's Compound is also a fine stomach tonic! Worth trying! Made in Canada.

Cotton is used in self-sealing gasoline tanks for airplanes.

cigarettes and other comforts, "course were emptied of the comforts before they went ashore." The comforts were carried ashore separate

want this regularity, so you'll enjoy eating ALL-BRAN daily. Remember it's a cereal—not a medicine. At your grocer's. 2 handy sizes. Made by Kellogg's in London.

**WAXED PAPER**  
NEXT TO FOOD—IT'S BEST

80,042 miles since then. This time he is headed for the Alaska highway. 2567

**"YOUR BREAD IS TOPS!"**



**ENSURES EASY BAKING—MAKES LUSCIOUS, SWEET-TASTING, EVEN-TEXTURED LOAVES**

**WRAPPED AIRTIGHT TO PROTECT FRESHNESS—ALWAYS PENDING!**

**OUR COMPLETE SHORT STORY—**

**HOT BACON**

By FRANK BENNETT  
McClure Newspaper Syndicate

When fire was discovered in the forward hold of the *Drina*, every man except Easy Reilly turned pale. The fire didn't seem to excite him much. He just let out a few good American cuss words and belated, "Let's put the fire out!"

"But the rest of us had just one idea about it—to get away. You see, there were ten tons of ammunition—everything from machine gun cartridges to fifty-pound bombs—packed in boxes marked BACON and stored in that hold. Besides, there was the South American coast within sight. No, sir, we didn't bother to put out the fire. We made a rush for the two lifeboats, ripped off the canvas covers and climbed in. That is, everyone did except Easy."

Easy had one leg over the gunwale of my boat when Dutch Joe said in German, "To think of all the money we were going to get out of that ammunition—it makes me sick!" Now, Easy didn't know much German, but he did know the word for money. He lifted his foot out of the boat. "Money," he said in English. "I gotta have money. Why, Sadies

and me can't get married if I don't get my money. And he turned right around and started for the hold.

"Come back here, you idiot!" I yelled after him.

"Maybe that fire ain't so bad as you boys think," he said, keeping right on his way. "Maybe it can be put out easy."

I got up with the intention of going after the big boob and dragging him back to the boat, but Captain Yost roared, "Sit down, sir! Lower the boat!"

The last glimpse I had of Easy was his big blond head disappearing into the hatch. Then the boat went over the steel rail and settled into the water. Someone shoved an oar into my hands, and I fell into the stroke. Swiftly we began pulling away from the *Drina* and her ten tons of hell-raising "bacon."

I sat facing the ship. Smoke poured out of the forward hatch; big white billowy clouds of it. The air was still, and the sea was as smooth as glass. That smoke spread out and hung in the sky like a big circus tent, and down there among those bacon boxes was Easy Reilly—big, dumb, good-natured Easy.

I'd run across Easy in—well, no matter where. He was broke and out of a job—and homesick. When he learned that I was from the States he nearly cried for joy. Then he showed me Sadies' picture and told me about a dairy farm somewhere in Wisconsin. He wanted Sadies, and she wanted the farm—and that took money.

"How would you like to help run the supplies through the blockade?" I asked. "It's a gamble—a long shot, but if we make it you can buy the farm and more cows than you and Sadies can milk in a forty-eight-hour day. It's dangerous, but—"

"When do I start workin'?" he interrupted.

Easy was a poor sailor, solid bone between the ears, but he had one saving virtue, and that was his strength. He could carry these boxes of ammunition around as if they were really filled with bacon, and do it easily. In fact, he could do any kind of hard work easily if someone had the patience to teach him how. I guess that's why he got his nickname.

In spite of his thick-headedness he wasn't a bad sort, and since he and I were the only Americans on board we were together a lot. He talked most of the time about Sadies.

I was thinking of all this as we put more water between us and the ship and how I had got Easy into this mess, so I leaned back on my oar and said in German, "Captain! That fool kid may come to his senses before it's too late and jump overboard. Let's hold up and see what happens."

"No," Captain Yost said. "We're too close to stop."

"Look!" cried Dutch Joe. "There's the food now!"

Sure enough, there was Easy leaning over the rail of the *Drina*, shouting something we couldn't understand.

Yost cupped his hands and belated, "Jump, you fool, jump!" Then, remembering Easy was pretty weak in German, turned to me: "You tell him that!"

I got up and shouted, but Easy just stood there waving his arms and yelling back. "We're too far away," I said at last. "He can't hear me."

**There are BONDS between us**



**TOGETHER WE Put VICTORY First!**

We've got to keep delivering the goods to back up the final mighty attack that will bring Victory. That means curtailing pleasure and luxury; it means still more saving and working. It's the only real way of showing our appreciation of what our fighting forces are doing. Let's match their great spirit of unselfishness with another, over-the-top Victory Loan!

**Let's Buy More VICTORY BONDS**

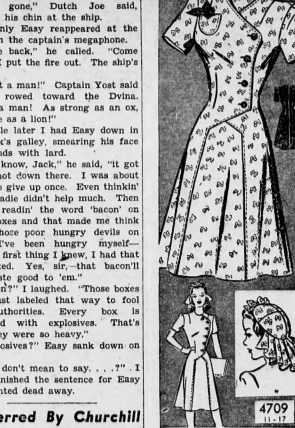
THE CANADA PAINT CO. LIMITED

The MARTIN-SENOUR Co. LIMITED

The Lowe Brothers Co. Ltd.

THE SHERWIN-WILLIAMS Co.

**This Week's Pattern**



By ANNE ADAMS

Strochly side-bustled, the clean-cut lines of this dress emphasize your red-skin waist. Pattern 4709 is a fashionably designed... not a seam too many... not a frill or furbelow. That's why it's no trouble to make. The flattering back-bounce hit is a perfect will fit.

Pattern 4709 comes in sizes 11, 13, 15 and 17. Size 13, dress, requires 3 yards 38-inch fabric; hat requires 1/2 yard.

Send twenty cents (20c) in cash (stamp cannot be accepted) for this pattern. Write plainly Size, Name, Address and Style Number and send orders to the Anne Adams Pattern Dept., Winnipeg Newspaper Union, 170 McDermott Ave. E., Winnipeg, Man. "Because of the slowness of the mails delivery of our patterns may take a few days longer than usual."

**LONG-LENT WANT**  
A new type table napkin designed to replace the kind that is always slipping off laps onto the floor, now is on display at Boston. Termed a "napkin", it consists of a standard dinner napkin with a button-hose in one corner, permitting it to be attached to the diner's coat or vest.

**Trials Compared**

Canadians Do Not Realize What British People Have Endured  
Our war "privations" in Canada are utterly trivial when compared to what the people of Britain have had to bear, and what many of them are now facing in the evacuation of their homes. One has rightly said that what we in Canada, spared from the cruel and devastating ravages of war, owe to "those sturdy Islanders who could not be cowed or driven into panic," is beyond all computation. They have been and richly deserve our deepest gratitude and affection.—HALLAT Herald.

**SELECTED RECIPES**  
**HONEY KRISP ICE CREAM**  
2 cups oven-popped rice cereal  
1/2 cup raisins  
1/2 cup brown sugar  
1/2 cup chopped, toasted nut meats  
1 1/2 cups evaporated milk  
1 egg  
1/2 cup honey  
1 teaspoon almond flavoring OR 1/2 teaspoon vanilla  
Crush cereal. Melt butter in heavy frying pan, add cereal, sugar and nut meats. Mix well. Cook, stirring constantly until sugar melts and caramelizes slightly. Cool and crumble mixture.

Chill milk until very cold. Whip until stiff. Beat eggs with honey; add flavoring and fold into whipped milk. Pour into refrigerator trays and freeze partially. Mix 1/2 of crumb mixture with partially frozen ice cream. Pack in refrigerator trays or in paper cups. Sprinkle remaining crumb mixture on top. Freeze.

Yield: 2 quarts.

**ABOUT THE JAPS**  
Anyone who knows the Japs will tell you that, to belittle their Emperor in broadcasts would be to unite the whole Japanese nation, military and civilian, in a fierce hatred of the belittlers. No, the Allies are not pussyfooting when they do not call Hirohito names on the air. It would simply be poor propaganda to do so.—Quebec Chronicle-Telegraph.

**VALUES HIS DOG**  
In July, 1941, G. W. R. Thompson was ordered by a court at Bromley, England, to destroy his dog and told he would be fined \$4.50 for every day the animal continued to live. He has paid \$2,500 and still refuses to kill the dog.

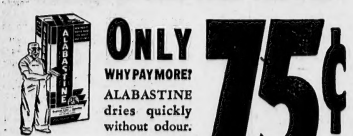
The tips of a propeller moving at top speed often surpass the speed of sound.

**MACDONALD'S BRED**

Canada's Standard Smoke

**Paint with ALABASTINE**

over WALLPAPER, WALLBOARD PLASTER or other SOLID SURFACES



**WHY PAY MORE?**  
ALABASTINE dries quickly without odour. Wide choice of beautiful tints. Sold at all Hardware and Paint Stores.

**EASY to mix EASY to apply**  
**A 5 lb. package**  
Water Paint for Walls and Ceilings

W144





## TENIERS FOR COAL

(Western Provinces)  
SEALED Tenders addressed to the undersigned and endorsed, "Tenders for Coal for Western Provinces," will be received until 3.00 P.M. (E.D.S.T.) Wednesday, May 11, 1944, for the supply of coal for the Dominion Buildings and Experimental Farms and Stations, throughout the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

Forms of tender with specifications and conditions attached can be obtained from the Purchasing Agent, Department of Public Works, Ottawa; the District Resident Architect, Winnipeg, Man.; the District Resident Architect, Saskatoon, Sask.; the District Resident Architect, Calgary, Alta.; and the District Resident Architect, Victoria, B. C.

Tenders should be made on the forms supplied by the Department and in accordance with the departmental specifications and conditions attached thereto. Coal dealers' license numbers must be given in tendering.

The Department reserves the right to demand from any successful tenderer, before awarding the order, a security deposit in the form

of a certified cheque on a chartered bank in Canada, made payable to the order of the Honorable the Minister of Public Works, equal to 10 per cent of the amount of the tender, or Bearer Bonds of the Dominion of Canada, or of the Canadian National Railway Company and its constituent companies unconditionally guaranteed as to principal and interest by the Dominion of Canada, or the aforementioned bonds and a certified cheque if required to make up an odd amount.

By order,

J. M. Sommerville  
Secretary,  
Department of Public Works,  
Ottawa, May 4, 1944.

(Continued from page one)  
**OBEY RATION RULES**  
In these war years and increases in prices above the ceilings officially set are banned. Those who break the rules, can expect court action and stiff sentences on conviction.

Much concern centres on the distribution of gasoline. This material is one of the most essential for carrying on the war, and the authorities are doing everything possible to keep civilian consumption within bounds. A dose watch is being kept on the sale and use of gasoline. It is an

## WASTE PAPER IN VERY GREAT DEMAND FOR MUNITION PURPOSES

Waste paper is now in great demand by the munition making industry and it is necessary that every scrap be saved.

The shortage of waste paper may jeopardize our whole effort. The mills are operating from hand to mouth—they require 20,000 tons of waste paper per month—hence this appeal. This is an essential part of the war effort on the home front.

It is pointed out that there will be no relaxation in this direction and that the rules must be observed in full. It is pointed out that it is a patriotic duty to observe strictly the regulations for rationing in all its phases. Those who conform to the laws have nothing to fear.

Perhaps some people are experiencing irritation and hardship by being law-abiding; but the war must be won and the usual after effects must be avoided if possible. The rules are based upon necessity and most citizens will do their best to help the war effort even at a sacrifice. There appears to be no good reason for anyone being anything but patriotic in this regard.

The time was, and not so very long ago, when a paper box was merely a container designed to convey its contents to destination without scuff or breakage. Today, paper containers have gone to war. Paper cartons, in addition to their hundreds of well known uses for military and civilian purposes, have also been designed for the following uses:

To be thrown overboard for landing operations, floating to shore or sinking to the bottom to be recovered at low tide. To provide protection for medical kits blood plasma, emergency rations, gas masks and for hundreds of naval, army and air force uses. Paper parachutes, strong enough to convey to earth precious food and supplies for isolated men and units, are now in use on many fronts. Containers made from treated paper capable of forming a package liner that will contain and hold high volatile solvent vapors such as naphtha and benzene.

Treated paper electrical conductors are replacing metal and wood. Paper containers for shells, grenades, fuses, etc. Paper containers for dehydrated foods, saving cargo space of a ship. Beef, potatoes, eggs, milk, etc., when dehydrated and compressed and packed in paper containers (cartons), means a saving of about 85 per cent of cargo space. Paper

## WITH THE WEEKLY NEWSPAPER MEN OVERSEAS

The story of Britain's food production is one of the outstanding stories of the present war. Few realized that when this war started Britain was only 40 per cent self-sufficient in food. Today that figure has been improved 120 per cent and behind it lies a story of organization and effort that is a credit to the farmers of the British Isles. Not only did Britain fail to produce more than 40 percent of her food requirements, but she also imported over 8,000,000 tons of animal food stuffs. This situation gave rise in Germany to the belief that if England's life lines could be cut on the high seas she would be quickly brought to her knees—but the U-boat campaign was beaten by the same British doggedness and determination that has outwitted the German scientist in many other fields and neutralized the value of his "new weapons" as they appeared during the war. Containers for cartons are used for transporting produce in shell filling plants, the T.M.T. tubes and shell components.

## THE LOAN RANGER



LOTSA KIDS WHO  
HOPPED TH' CRICK  
ARE GONNA  
CROSS TH' CHANNEL—  
HELP 'EM OVER!

Buy  
Victory Bonds

the past four years.

The task of stepping up England's food production was placed by Prime Minister Winston Churchill in the hands of a farmer—a man who had made a success of his own farm, Mr. R. S. Hudson. He brought to his task the practical knowledge required and with the fullest co-operation of his associates in the government and public spirited citizens throughout the farming communities who volunteered their services, has been improved the output of food in this country by 120 per cent and raised in the country the animal feeding stuffs formerly imported. It is well to note here that the increase in food production during the last war was only 9 per cent.

The productivity of British farms is the highest in the world. For instance the average yield of wheat in Britain is 17.8 cwt. per acre, against 9.7 cwt in Canada and 7.8 in the United States. The difference lies in intensive cultivation against extensive cultivation.

Throughout the war the government has brought to the farmer the fruits of scientific research. In 1941 a national farm survey covered every farm in the country of five acres and over, and the field work was practically completed by the end of 1942. The survey fell under three sections:

(a) A farm record for each farm which gives information under these heads: Conditions of tenure and occupation; the natural state of the farm, including its fertility; the adequacy of water and electricity supplies; the management conditions of the farm, and its wartime ploughing up record. The information on the management and production of the farm is summarized in the grading of the farmer, A, B or C.

(b) The complete 1941 June 4 census return for the farms, including all the usual statistics of crop acreages and livestock numbers, together with supplementary information, asked for farm survey purposes, on rent and length of occupation of the farm.

(c) A plan of the farm showing its boundaries and the fields contained in it, on the 6 in. or 12½ in. scale.

This information provides a complete picture of the farm and will also be invaluable for post-war planning.

During the last war 38 per cent of the arable land of Britain was under crop. Last year the percentage had increased to 47 per cent. It is expected that in 1944 the acreage under crop will be something like 18,000,000 acres and Britain expects to maintain this increased acreage at least until 1947 in order that surplus products from the exporting countries will be free to move to the occupied countries of Europe where the needs will be great.

In discussing the increase in production with Canadian news papermen the minister of agriculture, Hon. R. S. Hudson, pointed out that machinery had played a large part. For instance the increase in tractors imported from Canada and the United States jumped from 55,000 in 1940 to 150,000. This in large measure permitted the carrying out of Britain's increased food production without an increase in manpower. Since July, 1940, no key men have been permitted to leave Scotland. Today 80,000 women from Britain's Land Army and Mr. Hudson is mighty proud of the work they have been doing. "The uniform we have provided for this army is the smartest in the service," he said, "and has done much to attract to this service. Some 25,000 prisoners were also used."



## SERVING CANADA in WAR and PEACE

[The 63rd Annual Meeting of Canadian Pacific Shareholders was held in Montreal on May 3rd, 1944.]

Remember how pleasant it used to be to travel on Canadian Pacific trains and ships . . . to stay at Canadian Pacific hotels and resorts?

That was before Hitler unleashed his mad ambitions. It's different now. It has to be—for the World's Greatest Travel System has a big war job to do—and is doing it with characteristic efficiency.

When that job is done—and peace returns—Canadian Pacific will be ready to serve you as before . . . and even more completely.

Already plans are being made for the construction of new, improved locomotives and coaches . . . sleeping cars . . . parlor cars . . . diners; for the improvement of road-bed and tracks; for the renovation of stations and hotels; for the building of a new fleet of ocean vessels to replace those lost in war service.

This post-war program means much more than the mere restoration of pre-war travel facilities. It means the introduction of travel on a new scale of comfort, convenience and speed!

And more than that. It means a substantial amount of post-war employment and prosperity all over the Dominion, because the program itself will provide years of steady work at good wages for tens of thousands of Canadians.

This is one way in which Canadian Pacific is planning to meet the challenge of peace—while continuing to do a vital war job at home and abroad.



Canadian Pacific  
THE WORLD'S GREATEST TRAVEL SYSTEM

## CANADIAN PACIFIC PRODUCT OF FREE ENTERPRISE

LOYALLY AND EFFICIENTLY serving Canada for 63 years, the Canadian Pacific exemplifies the initiative and resource of free Canadian enterprise. The Dominion's first transcontinental railway, it was pushed to completion by a group of farseeing citizens who backed their faith in Canada's future with their personal fortunes. Thus, Canadian Pacific has played a major role in the development of the Dominion.

THE WARTIME ACTIVITIES of Canadian Pacific have been indispensable to Canada's contribution to victory. Rail freight traffic has doubled; passenger traffic has increased threefold compared with peacetime.

Canadian Pacific's ocean fleets on the Atlantic and the Pacific have been at the service of the United Nations since the outbreak of the war. From Canadian Pacific shops have come tanks, guns and other munitions of war to a total value of \$125,000,000. Today approximately 18,000 Canadian Pacific employees are serving in the Armed Forces.

CANADIAN PACIFIC is rightly proud of these records, made possible by the free association of three important groups, each contributing vitally to mutual Canadian interests:

ITS PATRONS—throughout Canada and many other parts of the world.

ITS EMPLOYEES—totalling over 75,000, who suggest working conditions set a high standard for Canadian labor.

ITS SECURITY AND STOCKHOLDERS—numbering more than 200,000, who have raised their savings as evidence of their faith in the Canadian system of free enterprise.